SOUTH WILLAMETTE
Street Improvement Plan

EXPLORE THE ALTERNATIVES

Community Forum #1

Project Overview and Process

PROJECT PURPOSE

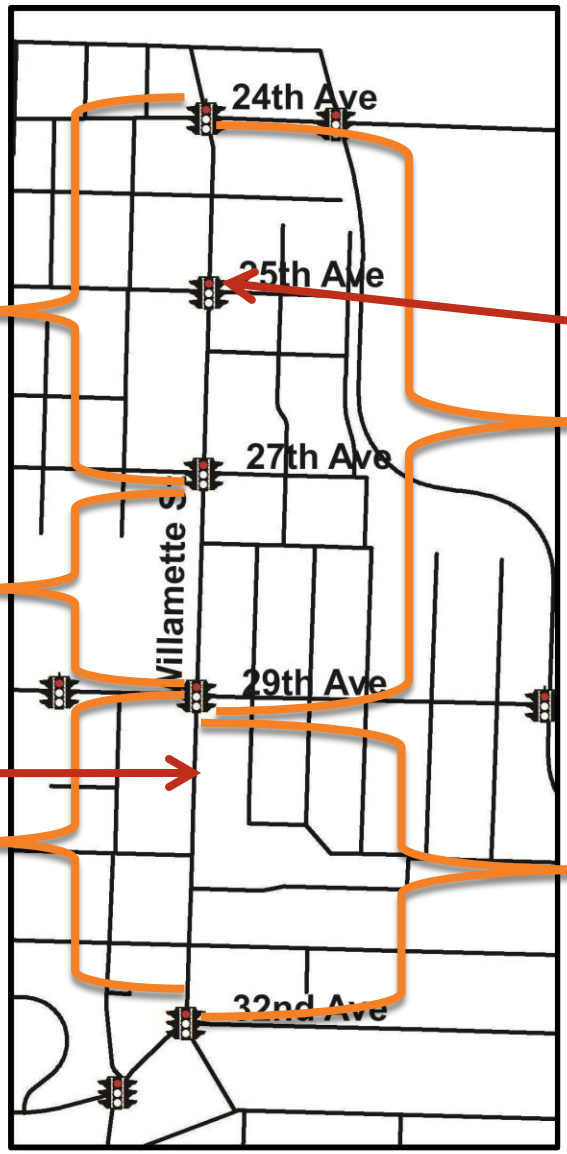
The South Willamette Street Improvement Plan will explore options for people to easily and safely walk, bike, take the bus, or drive in an eight-block study area from 24th to 32nd Avenues

PROJECT GOAL

The goal of this study is to help South Willamette Street become a vibrant urban corridor accessible by bicycle, foot, car, and bus.

STUDY AREA

- 24th to 32nd Avenues (Approx. ¾ Mile)
- Six Study Intersections



Mixed-Use

Mixed-Use

Commercial

Residential

Residential

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CITY PROJECT COORDINATION

South Willamette Street Improvement Plan (Current)

Street Design Concept for Capital Improvement Project – 5 Year Horizon

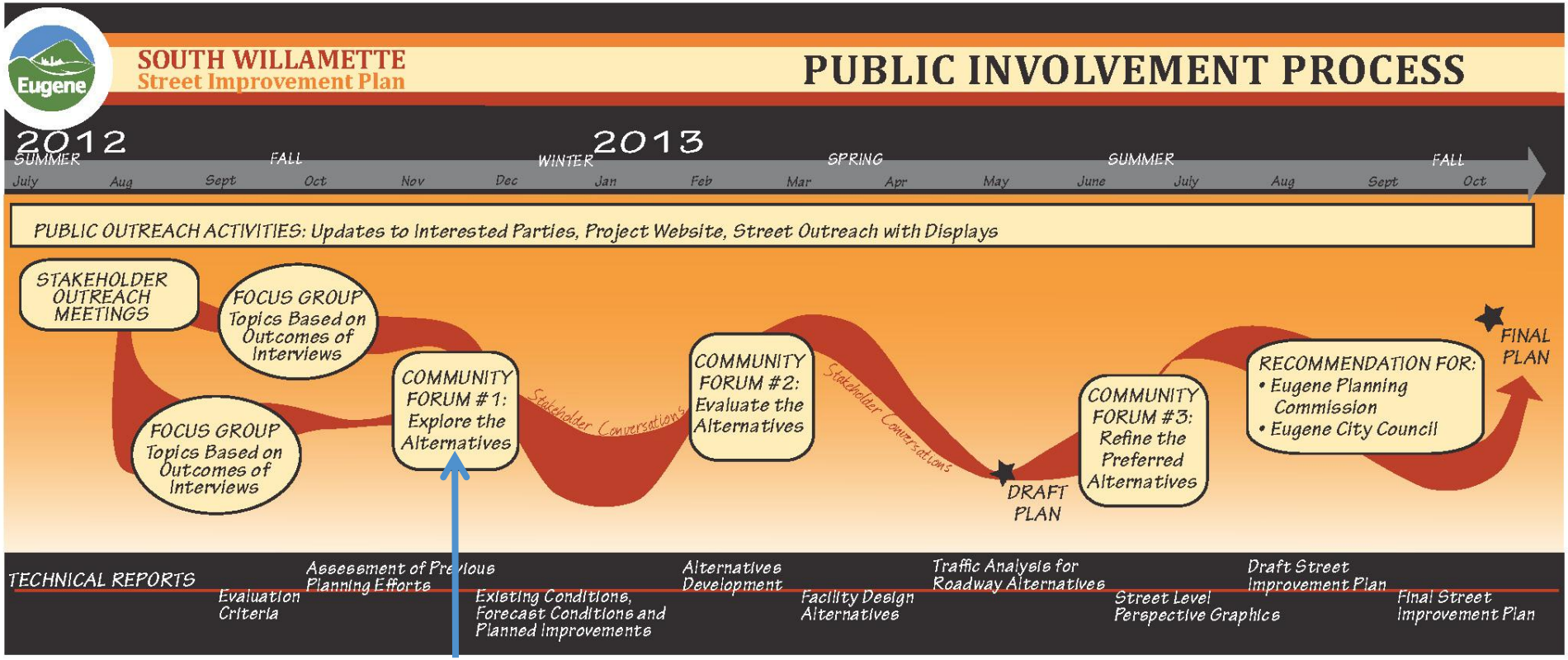
South Willamette Concept Plan (Patricia Thomas)

Land Use Planning for Compact Urban Development – 20+ Year Horizon

South Willamette Pavement Preservation (Reed Dunbar)

Pavement Preservation (19th to 24th), Potential Re-striping – 2013 Construction

PROJECT SCHEDULE AND OUTREACH



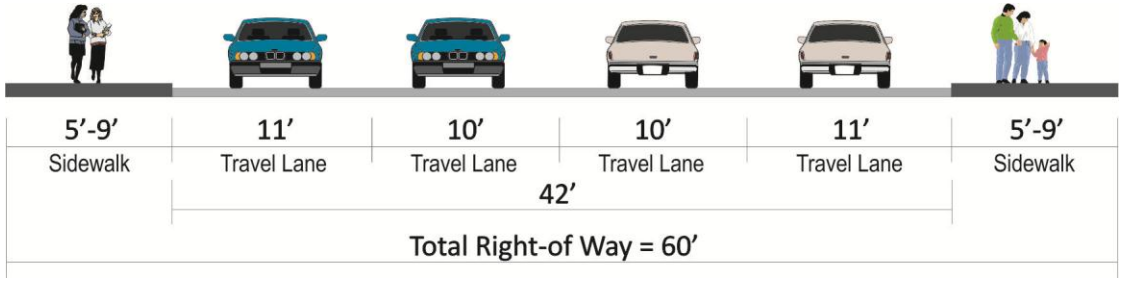
We Are Here

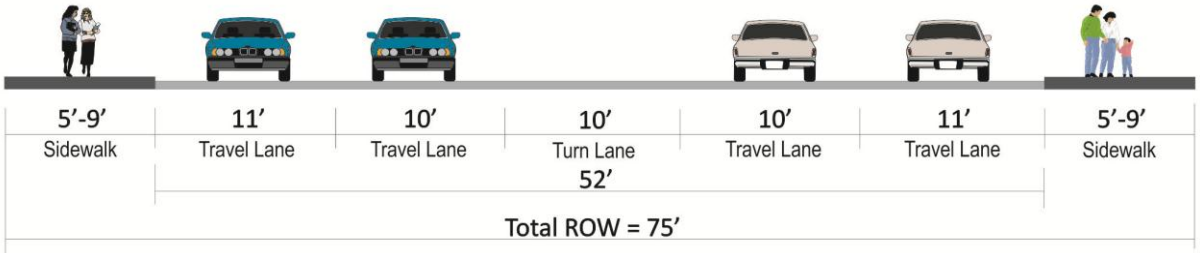
CLICKER QUESTIONS (1-3)

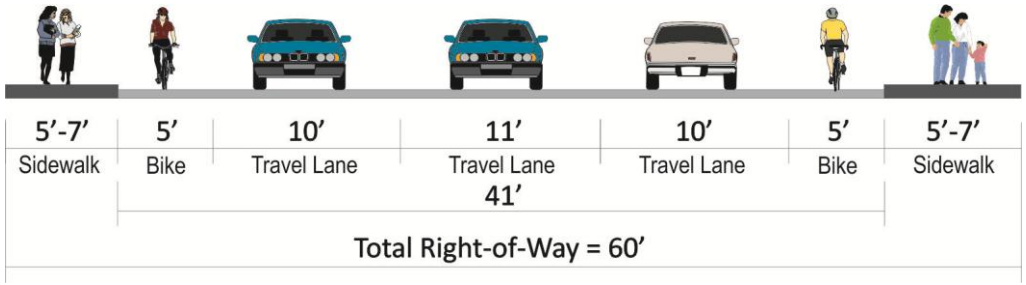
Transportation Facilities

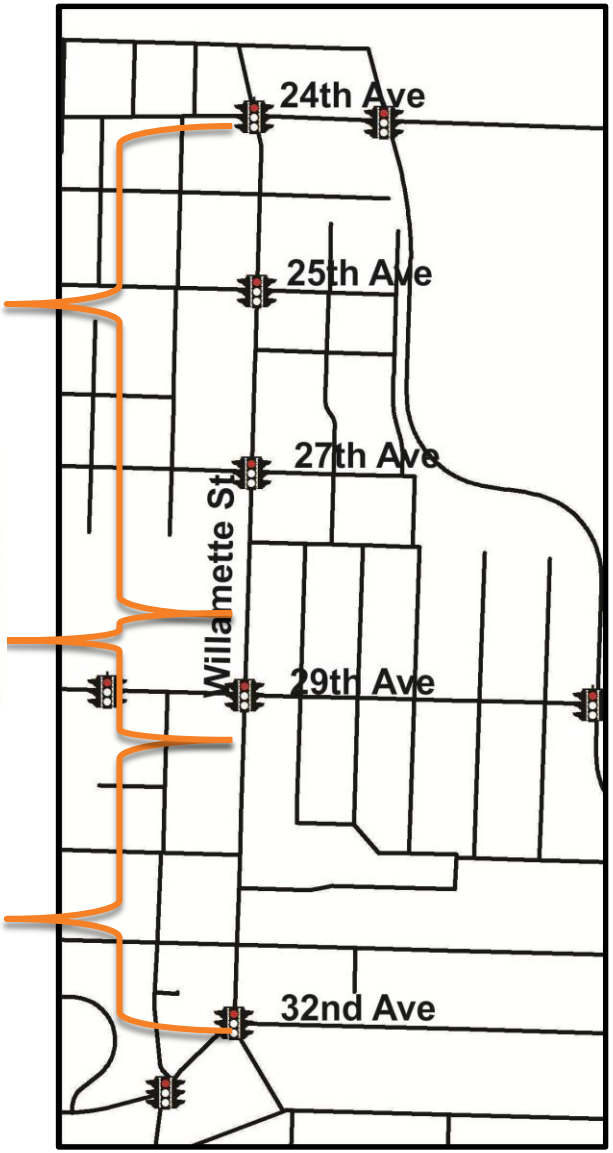
STREET CROSS-SECTIONS AND GEOMETRY

Lack of Left Turn Pockets









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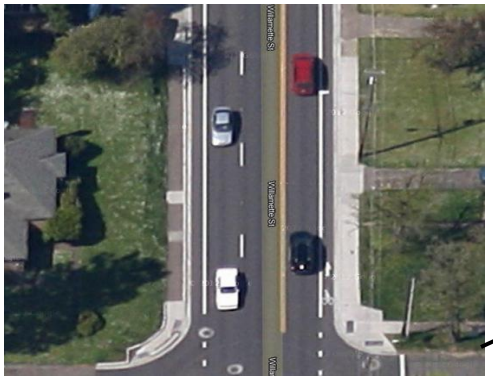
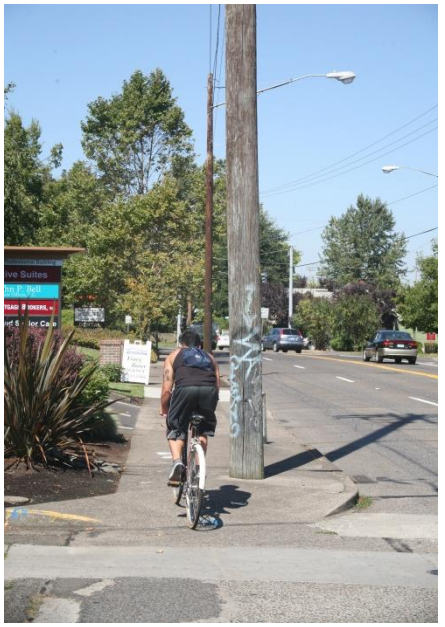
ACCESS POINTS (DRIVEWAYS)

- Over 70 Driveways
- Numerous Conflict Points
- Access Regulation is a “High Priority”
- Balance Between Access and Mobility

BICYCLE FACILITIES

- No Bicycle Facilities North of 29th Ave.
- Bike Lanes Start South of 29th Ave.





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PEDESTRIAN FACILITIES

Corridor Sidewalks

- Vary Significantly in Width and Quality
- Have Obstructions Created by Utility Poles

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TRANSIT FACILITIES

Route 24 Runs Length of Corridor

- 30-60 Minute Headways

Route 73 Services Willamette Street South of 29th Avenue

- 20-120 Minute Headways
- No Service on Weekends

Future EmX planned on Amazon Parkway

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Existing Travel Conditions

MOTOR VEHICLE: VOLUMES AND SPEEDS

- Collected October 2nd and 3rd, 2012 (University of Oregon in Session)
- Approximately 2% Heavy Vehicles
- Posted Speed: 25 mph

85th % Speed: 31.0 mph

Two-Way ADT: 16,500 vehicles
85th % Speed: 30.7 mph

85th % Speed: 29.5 mph

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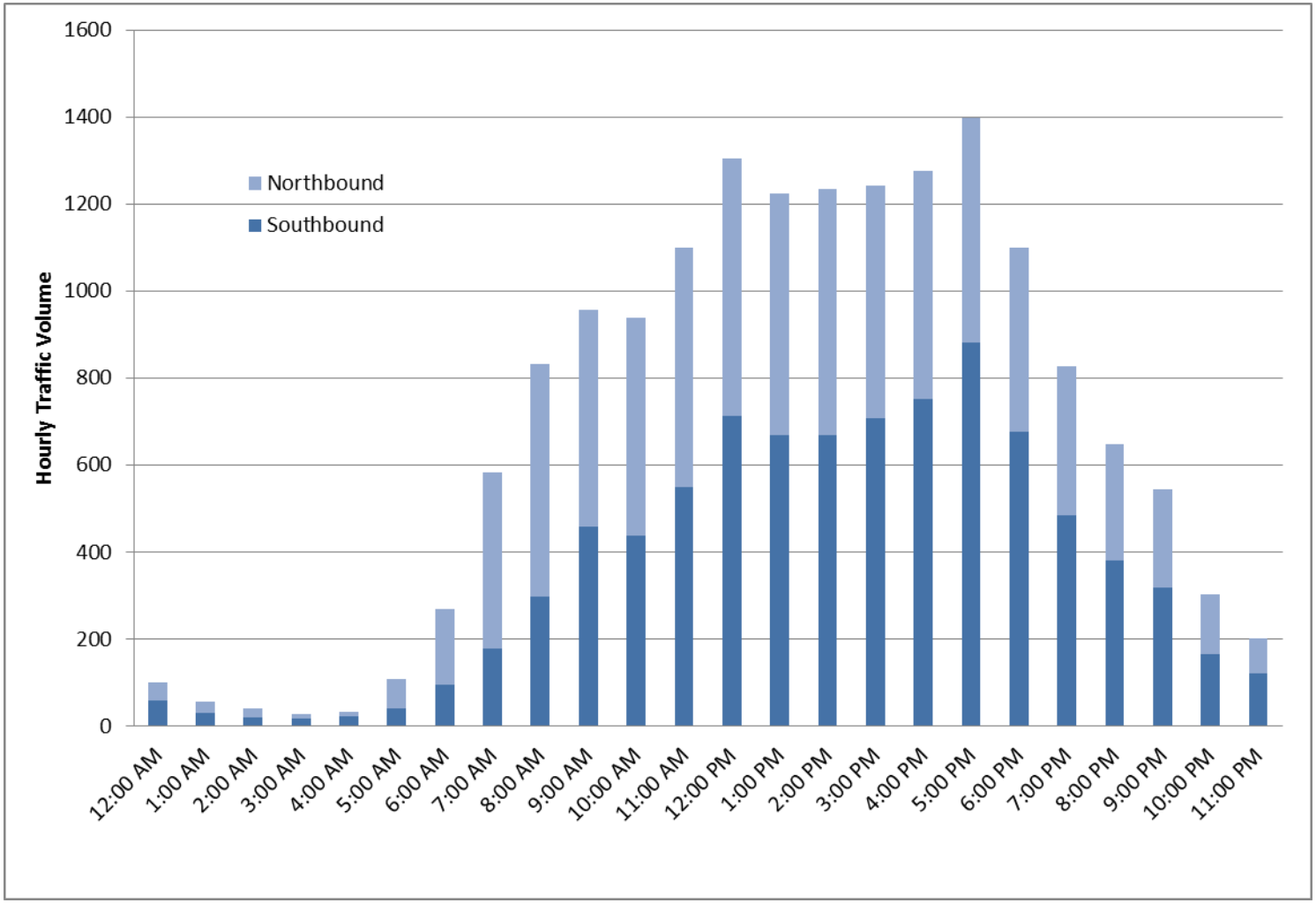
MOTOR VEHICLE: 24-HOUR VOLUME TRENDS



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MOTOR VEHICLE: INTERSECTION OPERATIONS

PM Peak Hour Congestion

- Long Queues at 29th Ave.- Southbound Through and Northbound Left-Turn Lanes

AM Peak Hour	PM Peak Hour
A	B
A	A
A	A
A/B	A/C
C	D
C	B

Performance Measures:
Level of Service: Intersection or Major/Minor
Volume-to-Capacity: Intersection (Critical Movement)

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SAFETY/COLLISION HISTORY

3 Years of Collision Data Evaluated (2008-2010)

74 Collisions Total

- 55% Injury
- 45% PDO
- No fatalities

5 Bike Collisions

42% of Crashes Related to Alley/ Driveways

Study Area Collision Rate = 5.2 Collisions/MVMT

Statewide Collision Rate = 2.91 Collisions/MVMT

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Street Design Elements

COMPLETE STREET DESIGN

Balances Comfort, Safety and Appeal for All Users

Users = Buses + Bikes + Pedestrians + Cars + Freight

Expands the Concept of 'Users' for Streets

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STREET AESTHETICS

- Street Trees and Stormwater Treatment
- Underground Utilities
- Street Lighting

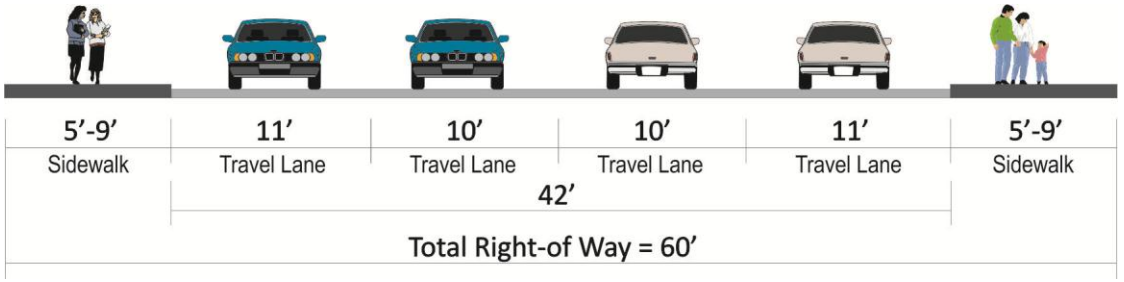
Source: Otak

MOTOR VEHICLE TRAVEL LANES

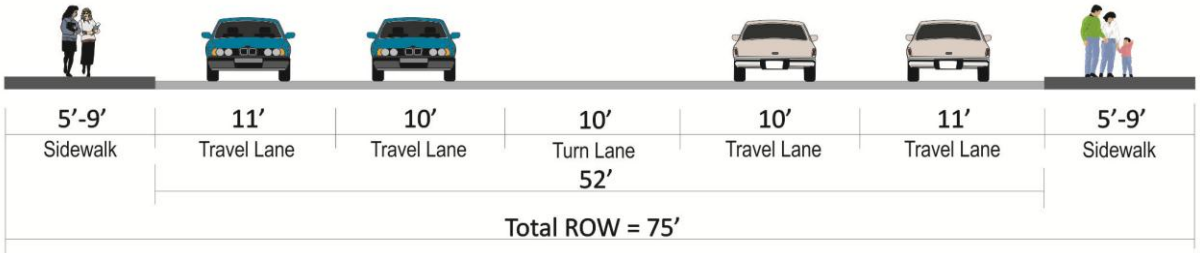
- 3 to 4 Travel Lanes
- 60 ft. of Right of Way
- 41 ft. to 42 ft. of Pavement Width (Curb to Curb)

Existing Street Cross-Sections

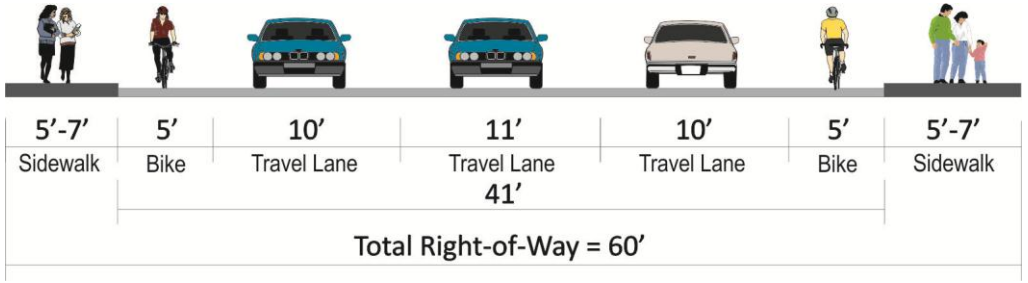
3-Lane Facility (South of 29th Avenue Intersection)



5-Lane Facility (At 29th Avenue Intersection)



4-Lane Facility (North of 29th Avenue Intersection)



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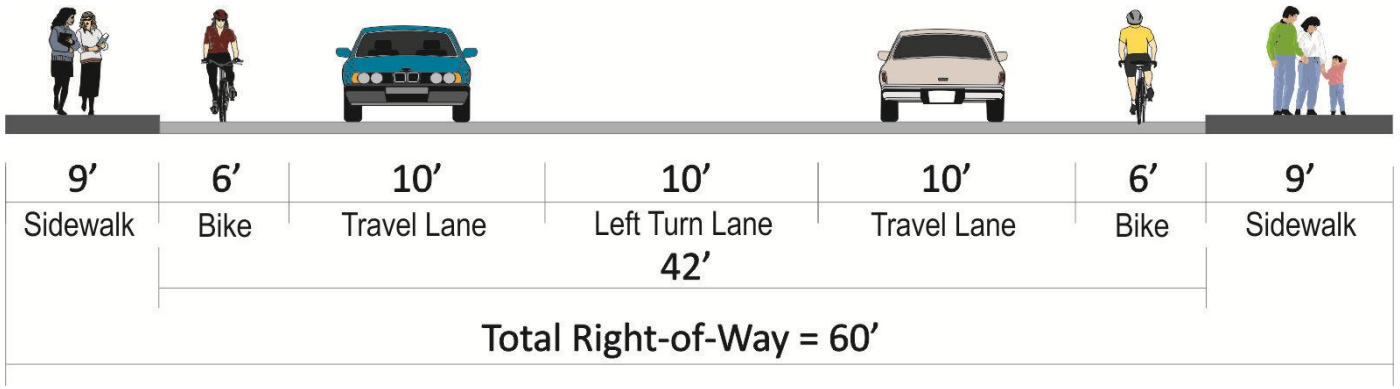
CENTER TURN LANE



- Improves Sight Distance
- Reduces Rear-End Collisions Associated with Driveways
- Allows for Two-Stage Left Turns from Driveways

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TRAFFIC CONTROL

Traffic Signals

- Signal Timing/Coordination Opportunities
- Left Turn Phasing
- Corridor Driver Expectancy

Roundabouts

- Reduces Injury Collisions
- Can Reduce Congestion and Queuing
- Right of Way Impacts Greater for Urban Applications

BIKEWAYS

- Striped Bike Lane
- Cycle Track
- Buffered Bike Lane

Source: Otak

ALTERNATE BIKE ROUTE OPTIONS

Bicycle Boulevard (Neighborhood Greenway)

Potential Bike Facility on Parallel Route

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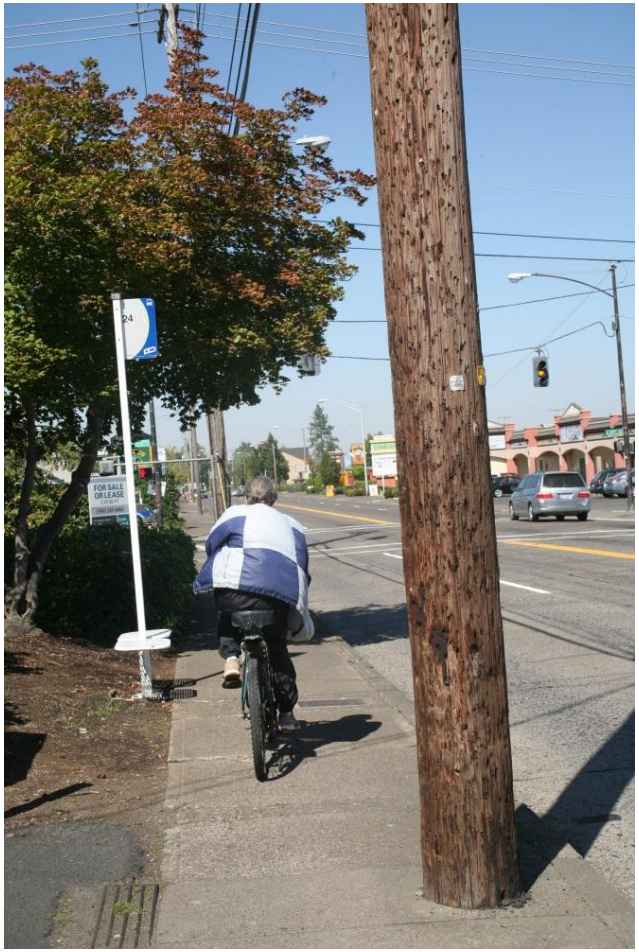
PEDESTRIAN CROSSINGS

SIDEWALK WIDTH



- Narrow Sidewalks with Utility Poles
- Wider Sidewalks Increase Distance from Roadway
- Minimum 10 ft. Width Adjacent to Pedestrian Oriented Land Use
- Minimum 5 ft. in Other Areas

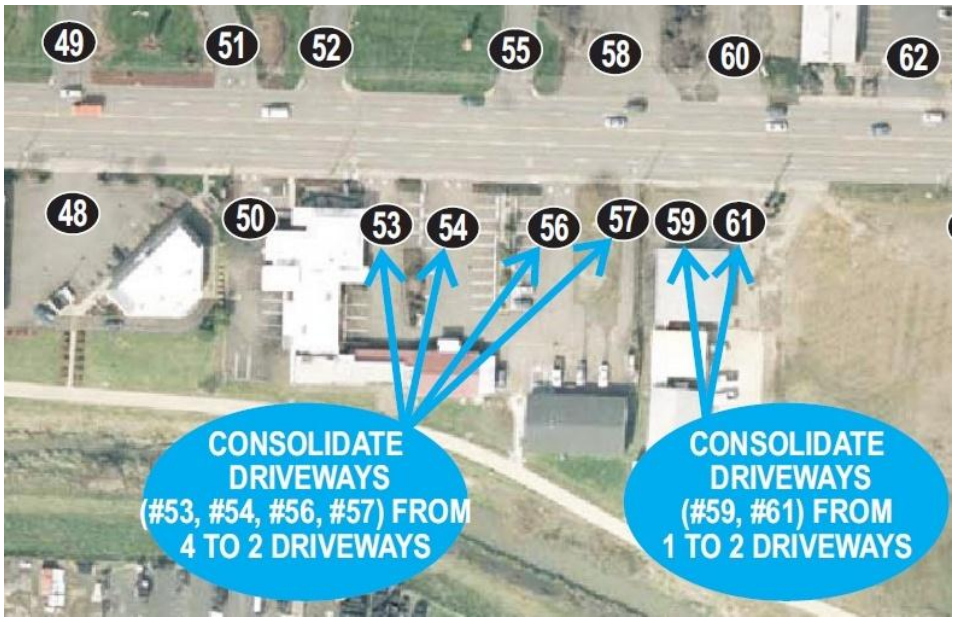
TRANSIT AMENITIES

ON-STREET PARKING

- Parallel Parking Provides Convenient Access to Businesses
- Reduces Travel speeds
- Requires 7 ft. to 8 ft. of Pavement Width
- Increases Congestion and Delay for Motor Vehicles

DRIVEWAY CONSOLIDATION

- Consolidate Driveways to Improve Safety for all Users
- Improved Business Circulation and Parking Opportunities
- Shared Access Between Properties
- Remove Unnecessary Driveways



Example from West 11th Avenue Access Management Study (2009)

ANY QUESTIONS

STUDY AREA

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